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Handbook of the Federated Malay States. Compiled by H. Conway Belfield, British Resident of Selangor. (Third edition.) 184 pp., 3 Appendices, and Maps. Edward Stanford, London, 1906. (Price, 2s. 6d.)

The successful cultivation of Pará rubber in the Malay States has brought them into greater prominence and enlarged the number of readers who will be interested in this volume. Much of the text has been rewritten for the present edition. The Federated States are Perak, Selangor, the Negri Sembilan, and Pahang. In 1895, the Sultans agreed to constitute their countries a Federation, to be administered under the advice of the British Government. Wars have ceased, railroads, waggon roads, and telegraphs have been introduced, hospitals have been built, sanitary measures have been enforced, mining has developed, the influx of Chinese, Tamils, and other Asiatics who supply manual labour has greatly increased, and the States are turning their material resources to better account. The Handbook is filled with information relating to all the natural conditions of these States, their resources, inhabitants, methods of cultivation and mining, flora and fauna, methods of planting, exterior communications, and many facts valuable to foreign capitalists, settlers, and visitors.

The cost of opening and caring for a plantation of Pará rubber, 500 acres, for eight years, is about \$143,875, including the cost of the land and clearing it of the virgin forest. The tree should not be tapped before the sixth year, but in the sixth, seventh, and eighth years the return from the rubber product should be about \$159,375. In the ninth year the production is estimated at 300 pounds per acre, and the crop would be worth about \$211,500. The oldest trees, about sixteen years, are yielding annually from 10 to 15 pounds per tree of pure, coagulated rubber, and they are also supplying large crops of seed.

Verkehrsentwicklung in Deutschland, 1800-1900. Von Prof.

Dr. Walther Lotz. (Second edition.) viii and 144 pp. B. G. Teubner, Leipzig, 1906. (Price, M. 1.25.)

This is one of the admirable books in the large collection published by Teubner, known under the title "Aus Natur und Geisteswelt." The work treats concisely, but in a most informing and suggestive manner, of the development of communications in Germany during the eighteenth century, and incidentally throws all essential light upon the subject of the gradual evolution of routes throughout the world. It presents facts and the deductions to be drawn from them, and everywhere shows the relation between communications in their various stages of development and mankind.

Very little was done until the nineteenth century to improve the conditions of navigation on the German rivers, and from the Middle Ages to the nineteenth century there were many artificial impediments to the utilization of these rivers. There were, for example, on the Elbe from Hamburg to Magdeburg, about the year 1800, fourteen stations where tolls were collected from river vessels, and 33 toll stations were scattered on the Main from Bamberg to Mayence. The loss in time at these numerous stopping-places was as embarrassing as the tax itself.

In ancient times and the Middle Ages, canals were constructed through plains, but they could not be built across water partings or through rolling lands until the invention of the lock system about 1450. Both the Italians and Dutch claim the honour of this invention.